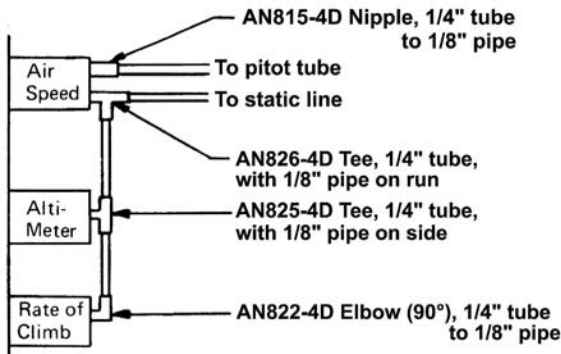


# FUEL COMPUTER — INSTRUMENT HOOK-UPS

## SELECTING FITTINGS FOR INSTRUMENT HOOKUPS

1. Make sketch of instrument layout.
2. Draw lines showing routing of tubing from instruments to the fire wall or other locations.
3. Determine diameters of instrument lines. 1/4" diameter tubing is used for most instruments. The artificial horizon and directional gyro should have at least 3/8" diameter lines.
4. Select the required AN or Nylo-Seal fittings.

### EXAMPLE NO. 1: HOOKUP OF AIRSPEED, ALTIMETER, & RATE OF CLIMB



The aluminum lines (1/4-in. diameter) will be flared and attached to the fittings with AN818-4D nuts and AN819-4D sleeves.

### EXAMPLES OF EQUIVALENT AN-TYPE AND NYLO-SEAL FITTINGS

AN Fitting	Thread Size	Nylo-Seal Fitting
AN816-4D Nipple	1/4 tube x 1/8 pipe	268-N 1/4
AN816-6D Nipple	3/8 tube x 1/4 pipe	268-N 3/8
AN818-4D Nut	1/4 tube	Nuts and Sleeves
AN818-6D Nut	3/8 tube	are included with
AN819-4D Sleeve	1/4 tube	all Nylo-Seal
AN819-6D Sleeve	3/8 tube	fittings.
AN822-4D Elbow	1/4 tube x 1/8 pipe	269-N 1/4 x 1/8
AN825-4D Tee	1/4 tube, 1/8 pipe on run	272-N 1/4 x 1/8
AN826-4D Tee	1/4 tube, 1/8 pipe on side	271-N 1/4 x 1/8
AN912-1D Bushing	1/4 pipe x 1/8 pipe	No Equivalent

\*Use AN816 Nipple and Nyloseal 266-N Female Connector to transition from AN-type fittings to Nyloseal fittings.

Each connection between the aluminum lines and the fittings requires either all AN818-4D nut and AN819-4D sleeve (1/4-in. line) or an AN818-6D nut and an AN819-6D sleeve for 3/8-in. line.

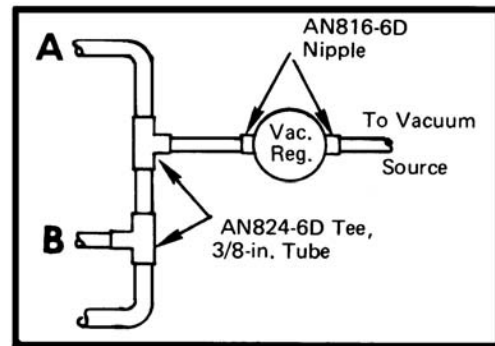
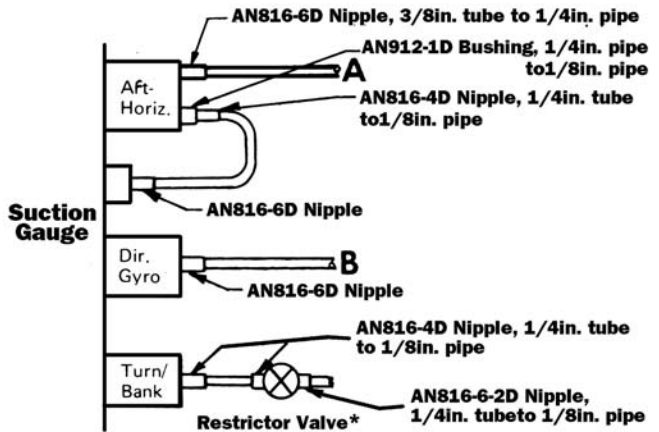
\*Turn/Back vacuum set at 2 In. Hg.



### HELPFUL HINTS

It is good practice to put some form of water trap in both the pitot and static lines. It should be placed at the lowest practical point in the system between the pressure source and the instrument. The trap can be a simple T-fitting with a cap:

### EXAMPLE NO. 2: HOOKUP OF GYRO INSTRUMENTS



IN

## ARNAV FUEL COMPUTERS

The FC-10 fuel computer fits into a 2.25 inch instrument hole, and can provide a wealth of information to the pilot. The unit provides information on how much fuel has been burned, how much is still on board, the endurance at the current engine power, and even has a low fuel annunciator that comes in when fuel level falls to the point indicated by the pilot. The fuel computer can be quickly calibrated to calculate at gallons, liters, kilograms, or imperial gallons. The compact unit uses a fuel flow transducer that is attached to the fuel line at the fuel manifold on the engine. The unit has an appropriate serial output that will allow its fuel data to be exported to most LORAN and GPS systems. This makes them more powerful flight management tools by allowing them to access the onboard fuel information. Twin engine pilots will need a second unit, the FT-10. It monitors the second engine and provides that information to the FC-10 for pilot display. The twin installation requires two 2.25 inch holes – one for each monitor. The FT-10 monitors the fuel flow to the second engine, and sends information to the FC-10 that monitors the total fuel used and the total fuel on board. The FC-10 system is STC'd as the primary fuel instrument on all Bonanza and Debonair aircraft except Turbo Bonanzas after 1981. The FC-10/FT-10 system is STC'd for the same function in all 55 and 58 Barons, the Duke series and the Twin Bonanza.



FT-10 Fuel Totalizer displays fuel flow and fuel burned. FT-10 w/116-0201 piston transducer, single engine  
 P/N 10-00023 .....

FC/FT-10 twin engine piston fuel flow system. • FC-10 • FT-10 • Piston Transducer (2)  
 P/N 10-00024 .....

WHEN ORDERING, PLEASE SPECIFY ENGINE MAKE & MODEL.